

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

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1. There were no military communications equipment factories in Rumania as of March 1952. [redacted] German World War II sets were still used. New aircraft delivered from the USSR were equipped with Soviet sets. [redacted]
2. There was a grave shortage of aircraft communications sets and ground-to-air radio sets in the Rumanian Air Force. Spare parts for the existing German sets were nonexistent at air regiment level. [redacted] Rumanian Air Force fighter and transport units had adequate radio communications facilities. The remainder of the Air Force units had outmoded equipment which was continually defective. [redacted]
3. All major radio repairs in the Rumanian Air Force were handled by the 6 Communications Regiment at Bucharest/Cotroceni Airfield. This regiment was always late in returning repaired sets. A minimum of two months elapsed before a radio was returned. [redacted] the 6 Communications Regiment had no spare parts for the German-type radios [redacted] the Soviets never supplied spare parts with the equipment they delivered.

Radio Navigation

4. [redacted]

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[redacted] the TU-2 was equipped with a radio set capable of radio navigation to a range of 1000 km.

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[redacted] the TU-2 was equipped with a needle instrument (evidently a radio compass) which indicated deviations from a signal emitted by a single station.

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5. Basic radio navigation in Rumania was accomplished by means of the D/F system, using the international "Q" code for identification signals in CW. [redacted] only the "Q" code was utilized in Rumania. [redacted] there was no organized short- or long-range radio navigation in use by the RumAF and that the D/F stations were used mostly when making a landing approach.

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6. [redacted] the TU-2 was also equipped with an IFF "Friend or foe" detector which was installed in the instrument panel and consisted of a needle, which, when depressed either to the right or left, indicated whether or not the approaching craft was friendly.

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7. [redacted] all Soviet aircraft delivered to the Rumanians were supplied with Soviet equipment and no equipment was installed locally.

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[redacted] contained in two boxes about the size of the German FUG-10 and located, together with a space for the operator, to the rear of the bomb bays.

The TU-2 had a throat-type intercom system which connected the pilot, navigator, radio operator, and ventral gunner.

[redacted] the TU-2 bombsight [redacted] was an optical bombsight and appeared very similar to the German "Zeiss-Bofe" type which had been installed on the Heinkel 111 or the Junkers 88 during World War II.

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8. [redacted] there was no airborne radar installed on RumAF craft.

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